

The Hongkong Telegraph.

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NEWSERIES No. 8147

第八十ニ年二月八日

MONDAY, MARCH 28, 1910.

一开

三月廿八日

SINGLES COPY 10 CENTS.
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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$1,500,000 at 2% = \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
H. E. Tomkins, Esq.—Chairman,
G. Balloch, Esq.—Deputy Chairman,
J. W. Bandow, Esq., G. H. Medhurst, Esq.,
Hon. Mr. W. J. Greson, M. Hellim, Esq.,
C. S. Gubba, Esq., R. Shaw, Esq.,
C. H. Lammans, Esq., H. A. Siebs, Esq.,
F. Lisb, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:
Shanghai—H. E. R. Hunter;
London Bankers—London County and
Westminster Bank, Limited.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 1 month, 2% per cent. per annum.
For 2 months, 3% per cent. per annum.
For 3 months, 4% per cent. per annum.
J. R. M. SMITH,
Chief Manager,
Hongkong, 2d March, 1910.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £571,000
RESERVE LIABILITIES OF PROPRIETORS
£1,000,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 1 PER CENT. PER
ANNUUM ON THE DAILY BALANCES.
ON FIXED DEPOSITS FOR 12 MONTHS, 4 PER
CENT.
" " " 5% " "
" " " 6% " "
" " " 7% " "
WM. DICKSON,
MANAGER.

Hongkong, 5th April, 1910.

YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 16,250,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO, HANKOW, TIENTSIN,
KOBE, PEKIN, NEWCHWANG,
OSAKA, DALNY, PORT ARTHUR,
NAGASAKI, LYONS, ANTING,
LONDON, NEW YORK, SAN FRANCISCO, LIOYANG,
HONOLULU, MUKDEN, CHAMPS-
SHAMBAY, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS:
For 12 months 4% p.a.
" " " 5% " "
" " " 6% " "
TAKEO TAKAMICHI,
Manager.

Hongkong, 12th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP: 50, Taels 7,500,000.

HEAD OFFICE—SHANGHAI,
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Takuan Tidigian Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank);
Direction der Disconto-Gesellschaft; Deutsche Bank; Berliner Handels-Gesellschaft; Bank fur Handel und Industrie; Robert Warschauer & Co.; Mendelssohn & Co.; M. A. von Rothschild & Sons; Frankfurt Jacob S. H. Stern; Norddeutsche Bank in Hamburg; Sal Oppenheim Jr. & Co., Koeln; Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
laid down on application. Every description of
Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager,
Hongkong, 3d March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits allowed at 2% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT AT 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager,
Hongkong, 12th January, 1907.

INTERNATIONAL BANKING
CORPORATION.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MEK \$7,223,822
RESERVE FUND GOLD \$3,350,000
ABOUT MEK \$7,223,822

HEAD OFFICE:
66 WALL STREET, NEW YORK,
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Usurber Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:
For 12 months 4% per cent. per annum.

1 " " 3% " "
2 " " 2% " "
3 " " 1% " "
4 " " 0% " "

No. 9, Queen's Road, Central,
Hongkong.

W. M. ANDERSON,
Manager,
Hongkong, 8th April, 1910.

Insurance

CHINA MUTUAL LIFE INSURANCE
CO., LTD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman,
C. Stephanian, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
C. R. Burkhill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary

A STRONG British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Act, England.
Insurance in Force \$34,054,520.
Assets 7,174,490.08
Income for Year 3,073,834.81
Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong,
District Manager.
B. W. TAPE, Esq., Canton, Macao
and the Philippines.
District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.
2.45 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

NIGHT CAR.

6.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAY:

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CAR as on Week Days.

SATURDAY:

Extra car at 11.45 p.m., 11.50 p.m. and
11.55 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Worthing, 18th April, 1910.

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES
named:

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI { ASSAY About } Freight and
Capt. Owen Jones, R.M.R. 1st Mar. Passage.

LONDON, &c., via usual Ports { DEVANHA Noon } S.M. SPECIAL
Capt. H. Powell 2nd Mar. ADVERTISEMENT.

LONDON and ANTWERP via SINGAPORE, PENANG, MANILA About
COLOMBO, PORT SAID Capt. W. R. Le Mare, R.M.R. 5th April Freight only
and MARSEILLES 5th April

For Further Particulars, apply to E. A. HEWETT,
P. & O. S. N. Co.'s Office, Hongkong, 24th March.

Notices.

LANE, CRAWFORD & CO.

(Telephone 97.)

SPECIAL VALUE IN
WATERPROOF

AS ILLUSTRATION

\$15.00

OTHER SHAPES & QUALITIES

12.50, 18.50, 21.00 to 35.00.

NEW STOCK OF
"ZAMBRENE"
RAINCOATS
STORM PROOF YET POROUS
From \$25.00.

LANE, CRAWFORD & CO.

KUPPER'S PILSENER
BEER.

The Leading Beer in the Far East.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

Hongkong, 21st March, 1910.

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Hotels.

Shipping—Steamers

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

| | |
|--|---------------------------------------|
| HONGKONG TO CANTON: | CANTON TO HONGKONG: |
| MONDAY, 28th March. | CANTON: THURSDAY, 31st March. |
| 8.00 A.M. HUNGSHAN 8.00 A.M. HONAM 8.00 A.M. HUNGSHAN | 5.15 P.M. KINSHAN 5.15 P.M. KINSHAN |
| 10.00 P.M. KINSHAN 10.00 P.M. KINSHAN | MONDAY, 1st April. |
| 8.00 A.M. HUNGSHAN 8.00 A.M. HONAM 8.00 A.M. HUNGSHAN | TUESDAY, 2nd April. |
| 10.00 A.M. KINSHAN 10.00 A.M. KINSHAN 10.00 A.M. KINSHAN | 8.00 A.M. HUNGSHAN 8.00 A.M. HUNGSHAN |
| 5.15 P.M. KINSHAN 5.15 P.M. KINSHAN | SATURDAY, 2nd April. |
| 8.00 A.M. HUNGSHAN 8.00 A.M. HONAM 8.00 A.M. HUNGSHAN | 8.00 A.M. HUNGSHAN 8.00 A.M. HUNGSHAN |
| 10.00 P.M. KINSHAN 10.00 P.M. KINSHAN | SUNDAY, 3rd April. |

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,865 Tons and "SUI-AN" 1,365 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 3RD APRIL, 1910.
The Company's Steamship
"SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 P.M.

Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

Intimation.**Intimations.**THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, has, on the 15th day of January, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark—

The Trade Mark consists of a miniature tree standing in a flowerpot. Immediately above the design are the words "TIEN CHOH," and at the foot of the design are the words BRITISH CIGARETTE CO., LTD.

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods, MANUFACTURED TOBACCO, in class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 15th day of January, 1910.

BRITISH CIGARETTE COMPANY, LIMITED.

PERCY H. MILLARD,
Secretary.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and 22 Museum Road, Shanghai, China, Tobacco Manufacturers, has, on the 15th day of January, 1910, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark—

The Trade Mark consists of an elliptical panel in which is depicted a Manchu woman holding a fan in one hand, and a spray of flowers in the other hand. Around the two long sides of the panel a floral design is shown. Contained in a scroll at the top of the panel are the Chinese characters 潤洲美人 and at the foot of the panel is the Company's name in Chinese characters 英國煙公司.

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

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Dated this 15th day of January, 1910.

BRITISH CIGARETTE COMPANY, LIMITED.

PERCY H. MILLARD,
Secretary.

THE TRADE MARKS ORDINANCE,
1898.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at

No. 39, DES VŒUX ROAD CENTRAL. The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order to any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & CO.
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th August, 1891.

Mr. Musgrave, Registrar of the Court of Probate, was the first witness. He said that in simple undefended cases the costs varied from £40 to £100. The smallest bill of costs he had found in such a case was one of £20. The average minimum bill in an undefended case was from £40 to £50. These figures, applied only to London cases, if witnesses were to be brought from Lancashire the costs in a simple undefended case would be £12 or £13 more. In pauper cases only out-of-pocket costs and a small sum for clerical work were allowed. In London the total allowance in such a case would be £10 or £12. A suit was started by petition and citation in London, and the petitioner could only do this by himself or by a solicitor, and he must give an address in London for service. Replying to the Commissioner the witness said there were only about 15 pauper cases in the year. An ordinary working man could not get a divorce unless he was prepared at least to put down £15. A wife petitioning for a divorce would not be allowed to sue in forma pauperis if her husband was

earning £1 a week. She would have to get an order against her husband for security of costs. If he then failed to give such security she could move to commit him for contempt or she could go on without the security or drop the suit. He did not know of any such case in which the Court had allowed the woman to sue in forma pauperis nor of an application to be allowed to sue.

THE EVIDENCE.

Among the evidence submitted was that of Sir John Macdonell, a Master of the Supreme Court and Professor of Comparative Law in the University of London, who laid before the Commission a memorandum on the legal history of divorce.

THE INFLUENCE OF RELIGION.

Sir John Bigham, President of the Probate, Divorce and Admiralty Division of the High Court of Justice, also gave evidence. The following passages from his testimony are extremely interesting:

Lord Guthrie.—We have had it suggested to us that permanent separation which can be obtained in Ireland produces worse effects on the spouses, on the children, and for the State than a reasonable allowance of permanent divorce.—If I found that that was the case, I might modify my view. I may say that I think that religion has a very great effect in restraining applicants for divorce. I say so because my experience shows me that members of the Roman Catholic Church seldom come before the Court; and I attribute that fact to the great influence which their priesthood have over their congregations and to the respect which is inculcated in Roman Catholics for the marriage tie.

Apart from the religious question or the question of general policy, is there not a large number of cases coming before you in which you feel that, in the interests of the spouses and of the children it is desirable that there should be permanent divorce?—Undoubtedly there is a substantial number of such cases.

You suggest that open and continuous adultery should be a ground for divorce?—Yes.

Sir John Bigham, in reply to further questions, said:—I do not want to see the marriage easily broken. I do not want to see it destroyed on the mere ground that the husband has made what I call accidental slips of morality, which would not, in my opinion, be nearly sufficient to justify such a drastic remedy as the breaking of the marriage tie.

Lord Guthrie.—What is your view of the English system of taking a considerable number of cases with juries and of the Scotch system of taking them before a judge?—I infinitely prefer the Scotch system. I think more injustice is done by juries than people know.

Your view, then, is that these are the typical cases which should not come before juries?—Yes; the feelings of juries are influenced by all sorts of considerations which, in the opinion of a lawyer, ought not to influence them at all.

Sir John Bigham added that he did not like the marriage of the incriminated parties after divorce.

Lord Guthrie.—Is that based on a Scriptural question?—Oh dear, no; I am not regarding this question from the Scriptural standpoint.

Is it on the ground of public policy?—Yes.

Sir Lewis Dibdin.—When you say that your feeling is one of doubt as to the general wisdom of the divorce law, that, I suppose, is quite consistent with your view also that in particular cases it may be very good for the parties that a divorce should be granted?—Yes.

THE PUBLICATION OF REPORTS.

Sir George Lewis, the famous solicitor, also gave evidence. Speaking of the question of the report of divorce cases, the witness said he was a newspaper man in the sense that his firm had represented a great many newspapers and he knew there was no desire on the part of newspaper proprietors to publish matter that was painful or indecent; but, at the same time, the subjects dealt with in the Divorce Court were disagreeable, and no bad seen in many papers references which ought not to have appeared. No good object was served in publishing the quarrels and indecencies which come to light in these cases.

The Chairman.—Do you think it is of any advantage to the public to read of those cases, even though they are not incidentally reported?

Sir George Lewis.—I do not see how you can report such matters without referring to incidents which are very disagreeable. It is a very painful thing for the children to read of the conduct of their parents, and it is painful also to the other relatives.

The Chairman.—But do you think the publication has any deterrent effect upon the commission of the offences for which divorce is granted?

Sir George Lewis.—No, I do not.

THE PUBLICATION OF REPORTS.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anæmia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED.—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO., Agents.

Hongkong, 1st December, 1909.

Bengers' Food is sold in this, by all Chemists, etc., everywhere.

Bengers' Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Bengers' Food is sold in this, by all Chemists, etc., everywhere.

BENGERS' FOOD

FIRST FLOOR

Alexandra

Buildings.

Hongkong, 14th March, 1910.

[B]

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.—

Allagars 6/-

Anglo-Malays 3s/6

Balgowries 5s/7

Batu Tigas 100/-

Beitans 9/6 sa

Bukit Kajang 70/- sa prem.

Bukit Rajah 38/-

Carey United 25/- prem.

Castlefields 115/-

Changkat Sardang 5s/1 sa

Cheras 5/-

Damansara 16/-

Eastern Internationals 3/- prem.

Fed. Selangor 31/-

Glenelays 5s/1 sa

Glensties 10/-

Golcondas 14/-

Golden Hopes 14/-

Highlands and Lowlands 150/- sa

Indragiri 5/-

Indragiri 35/-

Jequies 13/-

Joochlanders 10/- prem.

Kamauings 7/9 prem.

Karta Lumpora 20/-

Laudanios (fully paid) 16/-

Laudanios (pd.) 112/- prem.

Lebus 15/-

Ledburys 97/-

Liuggi 53/-

London Asiatics 15/-

London Ventures 9/-

Merlimaus 6/-

Pajams 5/-

Pegohs 5/-

Rubber Trusts 50/- prem. ex. n. i.

Saggas 25/-

Sandycrofts 55/-

Sekongs 30/- prem.

Shelfords 72/-

Singapore & Johores 500/-

Sumatra Paras 14/-

Suzei Chobs 95/-

Tangkangs 16/-

Tangkangs 12/- prem.

Tangkangs 25/- prem.

Ulu Rancu 10/- ex. n. i.

United Serdaengs 47/-

United Singapores 5/-

United Sumatras 15/-

United Langkats 10/- ex. rights

ENGLISH LAW OF DIVORCE.

THE ROYAL COMMISSION.

The Royal Commission on the Law of Divorce and its administration, held its first sitting for the hearing of evidence at Winchester House, St. James's Square, London, on February 27. The chairman of the Commission, Lord Gorell, presided, and the other members present were:

Lady Frances Balfeur, Mrs. H. J. Tenant, Lord Derby, Mr. Thomas Buri, M.P., Lord Guthrie, Sir Lewis T. Dibdin, Sir George White, M.P., Judge Tindal Atkinson, Mr. Edgar Brierley, Mr. Rufus Isaacs, K.C., M.P., and Mr. N. J. A. Spender.

The terms of reference are:

To inquire into the present state of the law and the administration thereof in divorce and matrimonial causes and applications for separation orders, especially with regard to the position of the poorer classes in relation thereto, and the subject of the publication of reports of such causes and applications; and to report whether any and what amendments should be made in such law or the administration thereof, or with regard to the publication of such reports.

The Commissioners will further have power to make an interim report with a view of enabling such steps as they may recommend to be taken for the redress of any hardship from which in their opinion the poorer classes may suffer under the existing law and administration.

The Secretary to the Commission, Mr. H. Gorell Barnes, submitted an analysis of the divorce laws of European countries and self-governing British Colonies, showing the causes upon which divorces are granted and the defences which avail to defeat petitions for divorce. The Chairman called attention to remarks in this analysis showing that

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER

PALATABLE
AND
REFRESHING.

Watson's**FRUIT SYRUPS**

Mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.
LIMITED,

HONGKONG and KOWLOON

Hongkong, 21st March, 1910.

the chairman of a company's directors offering explanatory comments on the cut and dried annual report? All the chairman says, in effect, to the five or six shareholders who have been cajoled from the club or the counting house or ousted away from a friendly confab with a bosom friend is—"The report and accounts having been in your hands," etc., winding up with, "Dividend warrants may be had on application," and the meeting is at an end. Not only so, but nobody has asked a question. Nobody would be so audacious as to ask a question. As for offering suggestions to the board of directors that seems to be regarded as a sort of "ice-majestic," and no one is to be found in Hongkong with sufficient temerity to violate what may be described as one of the unwritten laws of trade. Yet one has only to stroll half a hundred yards from the meeting to find that there are people who wished to find out the truth about this, that or the next transaction, to pierce the veil of mystery hanging over the various items in those wonderful balance sheets which are as silent as the Sphinx so far as giving away information gratuitously is concerned, to discover the meaning of one or other position taken up by the directors. They say as themselves; in a manner of speaking they have come to the meeting prepared to have light shed on abstract points and at the last moment they have quailed and shrunk into their boots; their courage has been of the puerile order. Of course we do not entirely blame them for their pusillanimity—not in the very slightest. They have spoken their minds to other shareholders and have possibly been led to expect that each and all of them has been incidentally seeking for information, and incidentally bent on depreciating the labour of the directors. And what happens? On arriving at the meeting they find not a body of business-like individuals all intent on dealing with a business matter in a business way—not at all. They find a happy little family party, all gathered round a merry little table, and they also find a dainty little piece of paper thrust into their hands which informs them that they will have the honour of proposing or seconding some vote of little or no importance. And then the sap is taken out of their bones. What are they to do? Is it to be expected that they desire to fly as the stormy petrels whose presence clouds a summer's day? So the meeting passes off amidst the utmost harmony and everybody professes to be delighted. In reality few, if any, of the ordinary shareholders really comprehend the terms of the balance sheet. They know that they have or have not got a dividend which may or may not be satisfactory, but the why or wherefore is beyond them. The chairman has said a few words in dulcet tones and there the matter ends for another six months, when the farce is repeated with the same cast, as before, the same old story slightly paraphrased to suit the occasion and the same old notions indicative of appreciation and regard. True, there are one or two of the more important concerns in the Colony which make it their business to take the shareholder into their complete confidence, but they are in the minority. As a matter of fact it is not the directors who are to blame but the shareholders themselves, who are too apathetic to look after their own interests. Contrast the procedure at a company meeting in Hongkong with one in Shanghai or Singapore. The difference is so wonderful as to be amazing. In Shanghai, especially, there is no taking things for granted—every man wishes to know the exact situation for himself. Sometimes the meetings may be rather stormy at the moment, but that soon passes, and the harmony which is the outcome of knowledge reigns supreme, because everybody has either been satisfied or sees his way to obtaining satisfaction. These remarks have been suggested to some extent by a perusal of recent company meetings held in Hongkong as compared with meetings of like importance held in Shanghai. Take the case of the Hongkong Hotel Company, Ltd. We should have expected to hear something about the effect of last year's legislation on the receipts of one of the most profitable and important departments of the hotel business. We allude, of course, to the imposition of license dues in September last. All that we are told about that interesting point is: It is particularly gratifying that receipts for the half year have been better than they appear, especially "when it is borne in mind that our profits nowadays are derived, more than was formerly the case, from what may be termed legitimate business of a hotel, viz., the accommodation of travellers as distinct from bar traffic, which in by-gone days yielded such handsome revenues." That is cold comfort for the shareholder, and it is not very lucid to the mind of the average Hongkong resident. For whatever the directors may think, the fortunes of the Hongkong Hotel Company have a decided interest to the Colony generally. It may be impertinent on their part to poke their noses into other people's business, but the fact remains that the Hongkong Hotel is in the nature of an institution by which the progress and attractiveness of the Colony may to a certain extent be gauged. The operation of the Liquor Ordinance is of vital importance to Hong-

kong and we should think that the directors of the Hongkong Hotel would be in a position to give valuable information on the subject. However, they know their own business best, but we do think that some of the shareholders might have asked a question on the point, if only out of sheer curiosity. Certainly at a similar gathering, in Shanghai, where a company was engaged in vast operations, extending their premises at great expense, we fancy there would have been inquiries made. But, as we have said, the Hongkong shareholder is a wary, untried person, something like the lamented Uriah Heep, and so long as he remains content to say "thank you" for the crumbs which fall from the directors' table he is not likely to be burdened with a superfluity of information concerning his own personal interests.

LOCAL AND GENERAL.

THE Italian Cabinet has resigned, anticipating defeat on the shipping subsidies question.

A number of gamblers were each fined \$1 at the Magistracy this morning for taking part in a flutter at Shau-ki-wan. The keeper had to pay \$10.

THE French Senate has passed the duties imposed by the Chamber of Deputies upon yarn and textiles of silk, hemp, ramie, jute, and cotton wool.

AN official telegram received by the Japanese Foreign Office says that the Siamese Government has decided to open an exhibition relating to agricultural products and commodities at Bangkok in April.

One year's hard labour and four hours' stocks was the punishment meted out to two Chinese at the Magistracy this morning for returning from banishment. One of the men had been banished no less than three times.

MR. Alexander Montgomery Bruce, of 2, Polworth terrace, Edinburgh, formerly of the Hongkong and Shanghai Banking Corporation, eldest son of the late Major-General A. A. Bruce, left personally valued at £21,955.

MR. F. S. A. Bourne, C. M. G., read a paper entitled "The Condition of China, with Analogies from England and Japan," at a meeting of the China Society in Caxton-Hall on 10th inst. Mr. G. S. Addis presided.

THE Chinese Engineering & Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending March 12, 1910, amounted to 25,387.87 tons and the sales during the same period to 25,736.75 tons.

A CHINESE was this morning charged with receiving a gold watch in the Colony, knowing the same to have been stolen. The man was recently in bidding in Macau, from which place he was extradited on Saturday. The case was remanded.

AT Haukow on the 18th inst. while a blue-jacket from H. M. C. C. was affixing a flag to a branch of a tree in Mr. Lennard's garden, he fell to the ground, a distance of 30 feet. He was picked up unconscious and was removed immediately to hospital.

RICK SHIPPERS in Bangkok are experiencing much difficulty in getting their cargoes of rice away while the present favourable freight market rates are ruling. There have been very few ships in port during the past fortnight.

The issue of steamers from Singapore during the next few days is expected to tend to bring prices down a little.

A WILD SCENE occurred at the dissolution of the Hungarian Chamber. The Opposition declared that the dissolution was illegal and threw books and inkpots about. The Premier, Dr. A. Wekerle, was injured in the face by a book and the Minister of Agriculture, Dr. Ignaz de Daranyi, was badly cut by an inkpot. A surgeon attended to the injured on the spot.

MR. J. J. Patel, a Parsi merchant and the sole proprietor of Messrs. Patel and Co., Calcutta, Hongkong, Canton and Haukow, was entertained to dinner at the Zoroastrian Club on Saturday, the 26th instant, on the occasion of his leaving the Colony on holiday. He was also presented with a fine carved silver flower holder by the Chairman, Mr. F. P. Shattock, on behalf of the members as a token of their appreciation of his generous support to the club.

ONE of the most popular officers in the Navy is about retiring into private life in the person of Admiral Sir Edward Seymour. The Admiral will be seventy in May, his career in the Navy having commenced as far back as 1852. As a midshipman on the old paddle-wheel frigate, the "Terrible," he took part in the bombardments of Odessa and Sebastopol. Only a few years later he was in command of a launch of the "Calcutta" when it was sunk during the Chinese war of 1877-8; while in more recent times his work during the Boxer rebellion will be remembered by everyone.

THE Bangkok Daily Mail of 16th inst. says:—By the s.s. *Nuentung* there arrived to-day from China twenty members of an Anti-Opium Smoking League together with their servants. They were all wearing the uniform of their league and proceeded under police escort to the local Government where they will receive special passports exempting them from payment of the Chinese head tax, as they will return to China shortly after preaching to their fellow countrymen in Siam and establishing an anti-opium smoking League in Siam. We learn that these enthusiasts are composed of young men, sons of rich towkays, all of them well educated and working for the enlightenment of the masses.

For the Police.**STREET TRAFFIC IN HONGKONG.****INCONVENIENCES AND ABUSES.**

(Specially written for the Hongkong Telegraph.)

In these days when the Colony is visited by thousands of tourists and globe-trotters in the course of the year, one is very often called upon to listen to complaints by these visitors concerning the lack of proper regulation of traffic so apparent to the eyes of him who comes from well-ordered cities in Europe, Australia or the United States of America. Nor are such complaints put forward without justice. They are indeed well merited by the slackness of the system that permits room for them. The street traffic regulations of Hongkong are worse than in any other city in the Far East. From Bombay to Hakodate nothing like their equal in inferiority is to be found.

Of course it can, and no doubt will be, urged in extenuation of this state of affairs that Hongkong suffers under difficulties of situation and physical disabilities which other great ports like Singapore and Shanghai are not called upon to grapple. In these two Settlements they are blessed with a flat country.

GREAT WIDE ROADS,

and greater breathing space in contrast to the restricted limitations of this city, clinging as it does to the side of the precipitous Peak with but little available area between the hill-bottom and the water-edge. Even after a goodly portion of reclamation land had been filled from the harbour, the flat tract so fashioned was but a narrow strip so that it is not to be wondered at that the streets originally laid out along the curvature of the waterfront should have been narrow, tortuous and somewhat higgledy-piggledy in the arrangement, the one to the other.

In the early days of the Colony's history, when the number of inhabitants was still comparatively small, there was sufficient pedestrian and vehicular traffic accommodation to satisfy all requirements, but as the population went on growing by leaps and bounds, the main streets got more congested every day; and now, when there are some 300,000 persons resident in the city, such thoroughfares as Queen's Road, Bonham Strand, Wing Lok Street and Jervis Street, with many of their convergent arteries, are so congested at the busiest times of the day that

NO SEMBLANCE OF ORDER

can be said to exist in the passing traffic. No one expects the Government to make land in order to widen these ancient thoroughfares, but one thing the ratepayer has a right to demand is a much improved system of street regulation. At one time, it was the exception to see European civilians on foot—except in the very heart of the city, the convenient rickshas being ubiquitous.

But things are changed nowadays. The throng of tourists and other visitors who annually visit our shores appear to find no greater pleasure than in promenading Queen's Road in the evenings when darkness has fallen and the myriad shops along the street length, with their wealth of gold and silver, silk and ivory, jeddahs and diamonds, and novel curios from the craftsman's bench—so brilliant with light and colour, and every merchant is ayz with instinctive readiness for sale or barter.

To obtain a view of the resplendent windows it is necessary to stroll along the pavements, but so dense sometimes is the crush of pedestrians that it is quite a common sight to see a lady or group of ladies hustled or jostled by the crowd.

FORCED OFF THE PAVEMENT.

It should be explained that most of the pedestrians are of the coolie class. Needless to say, no Chinese of culture and education would dream of abusing the pedestrian rights of the pavement. But the coolies dawdle along the side-walks in shoals, taking up their whole breadth, and standing to stare with mouths agape at anything new or strange that happens to catch the eye and damming the constant stream of traffic.

In any big city in Europe or America all pavement traffic is regulated so that people walking in one direction keep to the one side of the path whilst those going in the opposite keep to the other. It is in his right-hand side of the pavement on which the pedestrian must walk. Custom differs in some other countries, but there is always a definite rule laid down in each place. Some such regulation might well be enforced in Hongkong, whose narrow streets render it doubly imperative if one is to walk with any degree of comfort on the public streets. Another matter requiring urgent

POLICE ATTENTION

is the objectionable practice of coolies carrying loads or dangerously swinging bamboo on the side-walk instead of on the street; or of wearing their big wide hats as they press along the path instead of taking them off and carrying them by their sides. These practices all come within the meaning of Police offences, but the trouble is that enough is not done to enforce their discontinuance.

Furious driving of rickshas down such narrow and crowded thoroughfares as Ice House Street is another type of street abuse and dangerous to the public as well. Then there may be cited the unmitigated nuisance caused by overloaded hand-carts. It is an everyday thing for one of these lumbering and unwilling vehicles to get stuck across the tramway line or Queen's Road, the coolies impotent to move it owing to the excessive load conveyed. This should be easily rectified.

Another complaint is often heard about households in the tenement houses fronting on the main street being permitted, apparently with impunity to discharge foul water in a deluge from the top verandahs right down into the street, with woful results to the unfortunate pedestrian who may happen to be stepping across to the other side at that place and time. All these are matters which require Police control.

As is well known, the Force is numerically far below the strength which the state of

PIRACY OF RICE JUNKS.**REPRESENTATIONS FROM HONGKONG.**

[From Our Own Correspondent.]

Canton, 26th March.

The Canton Self-government Society has received a joint letter from the well-known firm of rice merchants, Yuan Fat Hong, and others of Hongkong informing the Society of the frequent occurrence of piracy of junks laden with cargoes of rice during the past month. The Self-government Society accordingly addressed a memorial to the Viceroy asking him to give strict orders to his subordinates to provide adequate protection to the interests of the rice merchants, which does not only mean benefit of the merchants themselves but to all the Chinese inhabitants in Southern China who depend greatly on their regular supplies of the staple commodity for their sustenance.

EX-LUKONG'S MISCONDUCT.**SNATCHED WHISTLE FROM EUROPEAN CONSTABLE.**

Before Mr. J. R. Wood, Second, Police Magistrate, in the Police Court this morning, P. C. Attwell charged two Chinese with obstruction of the public roadway and assault, respectively. The facts connected with the case are somewhat peculiar. It appears that the P. C. saw one of the men drying fish and clothes in Keswick Street, near the Cotton Mills, to the detriment of the traffic and as the man had been subjected to repeated warnings against the undesirable practice, he proceeded to arrest the man. He had no sooner laid his hands on the constable than the constable snatched the policeman's whistle while two of the desperados harassed him in various ways, and by way of adding a finishing touch to the—say—scene, the other defendant who is supposed to be a prominent member of the Triad Society, bit the policeman on the arm. Two of the constable's assailants succeeded in making good their escape but the other two were less fortunate and soon found themselves being escorted to headquarters by the doughty policeman. This morning they appeared before Mr. J. R. Wood and the case was remanded, bail being allowed in the sums of \$35 and \$5.

CHINA IN THE COMMONS.**OPIUM SUPPRESSION IN KUCHENG.**

(March 1.) Sir M. Stewart asked the Secretary of State for Foreign Affairs whether an official reply had been received from His Majesty's Minister at Peking in regard to the incident at Kucheng in the matter of opium suppression, referred to in his letter to the Archibishop of Canterbury dated Dec. 15, 1909; and whether he held out hope that the proclamation of the Kucheng Magistrates ordering the opium shops to be closed would be sustained and enforced.

SIR E. GREY: A report has been received from His Majesty's Minister at Peking from which it appears that the statements made in regard to the action of His Majesty's Consul at Fochow respecting the closing of opium shops in the district of Kucheng are in many respects inaccurate. After further consideration of the circumstances, the Consul, with the concurrence of His Majesty's Minister, decided to take no further action in the matter, and it appears on recent inquiry that as far as can be ascertained, all shop dealing in opium in Kucheng are now closed.

CHINESE PORK.

(1st) Mr. Burns informed Mr. Fell that the whole of the cargo of Chinese pork which was landed in London last July had been inspected. Of the 4,443 carcasses 391 were condemned by the inspectors, and 4,252 were passed as fit for consumption. Two further cargoes of pigs from China arrived in London in January but it was found on inspection that the pork did not comply with the requirements of the foreign meat regulations and notice was served forbidding the removal of the meat for any purpose other than exportation. He had no definite evidence as to where the pork had gone. He had not received any formal notice of the arrival of Chinese pork at Liverpool, but in any event such cargoes would be dealt with by the local medical officer of health under the regulations.

LINGGI PLANTATIONS.**PROSPECTIVE DIVIDENDS.**

This Company was formed in 1895 as the Linggi Liberian Coffe Company, Limited, to acquire a property in the Malay Peninsula, but in 1903 the name was changed as above. Additional properties were acquired in 1907, and the total area now owned exceeds 8,000 acres, of which 4,192 are under cultivation. The capital is £100,000, of which 90,000 fully-paid shares have been issued. Dividends have been paid as follows: 1905, 15 per cent.; 1907, 20 per cent.; 1908, 60 per cent.; 1909, first and second interim dividends aggregating 65 per cent. The output for last year was about 510,000 lbs., and, estimating the profit at 5s. per lb., there should be a total dividend of at least 100 per cent for last year, while the market estimate is even higher. At the present price of 42s. this would give a yield of 5 per cent., apart from prospective value. The approximate number of trees is 900,000. The final dividend for last year is not due till May, so it is quite possible that another interim distribution will be forthcoming prior to that date.

All these are matters which require Police control. The Force is numerically far below the strength which the state of the Colony demands, and so it behoves the authorities to set their house in order at the very earliest possible moment.

HONGKONG FOOTBALL CHALLENGE SHIELD.**NAVAL YARD vs. BUFFS.**

The re-play of the shield final between the above teams took place on Saturday afternoon at the Hongkong Football Club Ground before a huge gathering of spectators. The Buffs again played without Ruler, his place being taken by another. A good game was witnessed, but it was not quite as interesting as the first match.

The officials were.—Mr. A. Gregory, referee; Messrs. Barlow and A. Hamilton, linesmen; and Messrs. J. McCubbin and Bishop, goal judges.

The teams lined up as follows:

Buffs: Black (Goal), Cloke and Baldry (Full-backs), Dore, Wren and Cooper (Halfbacks), Downs, Brewster, Taylor, Ryan and Barker (Forwards).

N. Y. Ryall (Goal), Joughin and Harding (Full-backs), Anderson, Brown and Mackey (Halfbacks), Wilks, Watkins, Read, Sullivan and Dalziel (Forwards).

The soldiers won the toss and the Navalmen opened the game with Reid playing the leather well into their opponent's territory. The Buffs resisted the attack and sent the leather away. A foul was given against the soldiers, and this put the ball up in the Buffs

HONGKONG REGATTA.**SUCCESSFUL AFTERNOON'S ROWING**

Patrons:—His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Major-General Broadwood, C.B., D.S.O.; Commodore H. Lydon, R.N.

Stewards:—Mr. J. I. Andrew, Sir Henry Berkley, K.C., Lt.-Colonel Bayard, D.S.O.; Hon. Mr. F. J. Baddeley, Sir C. P. Chater, C.M.G., Hon. Mr. W. Catham, C.M.G., Lt.-Col. Chamber, C.M.G., Hon. Mr. W. Rees Davies, Mr. R. M. Dyer, Hon. Mr. W. J. Grossop, Mr. H. H. J. Compton, Hon. Mr. E. A. Hewett, Mr. D. R. Law, Sir Henry May, K.C.M.G., Lt.-Col. Phipps, Hon. Mr. Murray Stewart, Col. St. John, Mr. J. R. M. Smith, and Mr. R. Shaw.

Committee:—Lt. Beckwith, R.N., Mr. R. L. Bridger, Dr. F. W. Clark, Mr. G. A. Caldwell; Hon. Com. Basil R. H. Taylor, R.N. (Chairman), Mr. A. Denison, Mr. C. H. Gale, Mr. E. M. Hazelton, Mr. M. McIver, Mr. H. G. White, Mr. F. A. Mackintosh, Mr. A. B. Pollock, Mr. A. Rodger, and Mr. G. G. Wood.

Judges:—Mr. R. L. Bridger, Mr. F. A. Mackintosh and Mr. A. Rodger.

Umpires:—Dr. G. H. L. Fitzwilliams and Mr. G. L. Duane.

Starters:—Mr. W. Hulton Potts.

Time-keepers:—Mr. J. A. Lyon and Mr. C. Busje.

Convenor:—Mr. M. A. A. de Souza.

Sailing and Motor Races:—Starver: Mr. E. F. Gibson. Judges:—Mr. M. McIver and Mr. E. M. Hazelton.

Hon. Secretary:—Mr. Frank Lammert.

Hon. Treasurer:—Lt.-Col. A. Chapman.

The Hongkong Regatta, which was to have been held on the 12th inst., but was postponed on account of the inclemency of the weather, was brought off on Saturday last at North Point, off Fenwick's reclamation, the ground being kindly lent for the occasion for the erection of the grand stand for the accommodation of the spectators. In the early part of the afternoon the contestants in the various events had to contend against a somewhat choppy sea and wind, but as the afternoon wore on the weather improved and the course from Kelle's Island to North Point offered better conditions for racing.

The numerous counter-attractions in football and cricket the same afternoon, were responsible for the paucity of the attendance; the small number of the spectators must have been a discouraging factor to the promoters, all of whom, in particular the honorary secretary (Mr. Frank Lammert), worked hard to make the meeting a complete success.

We append below the details of the results of the day's rowing:—

1st Race: JUNIOR FOOURS.—Open to all not competing in senior pairs or Hongkong Challenge Cup. Distance, one mile.

Only two boats started, the R.H.K.Y.C. crew did not contest the honours of the race, "Tony" Carroll's boat was the more faiced. From the start he showed in the front and out-distancing Barros' boat over the course Carroll won comfortably with several lengths to spare. Time 7m. 24 sec.

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Bow—H. C. Sayer 9 10
2—C. A. C. Rodrigues 10 4
3—F. L. da Rosa 10 8
Stroke—A. H. Carroll 10 2
Cox—W. J. Carroll 8 11

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Cox—W. J. Carroll 8 11

Station No. 1—Red.—Second.

Bow—H. C. Sayer 9 10
2—C. A. C. Rodrigues 10 4
3—F. L. da Rosa 10 8
Stroke—A. H. Carroll 10 2
Cox—W. J. Carroll 8 11

Station No. 2—White.—First.

Bow—H. C. Sayer 9 10
2—C. A. C. Rodrigues 10 4
3—F. L. da Rosa 10 8
Stroke—A. H. Carroll 10 2
Cox—W. J. Carroll 8 11

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Station No. 1—Red.—Second.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 31 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Quebec.

"EMPEROR OF CHINA". SATURDAY, APRIL 23RD.

"EMPEROR OF INDIA". FRIDAY, MAY 20TH.

"ALLAN LINE". FRIDAY, JUNE 10TH.

"MONTEAGLE". TUESDAY, MAY 24TH.

"EMPEROR OF JAPAN". SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA". SATURDAY, JUNE 25TH.

"EMPEROR OF INDIA". SATURDAY, JULY 16TH.

"Empress". Steamers will depart from Hongkong at 7 a.m.

"Monteagle". 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meal and Berth in Sleeping Car, while crossing the American Continent by Canadian Pacific direct Line). 57 days.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed "Intermediate") the accommodation and convenience being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 44.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRAWDICK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For Steamship On

TIENTSIN VIA WEIHAIWEI CHIPSHING* TUESDAY, 29th Mar., Noon.
SHANGHAI WINGSANG* TUESDAY, 29th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI FOOKSANG* FRIDAY, 1st April, Noon.
MANILA LOUNGSANG* FRIDAY, 1st April, 4 P.M.
SHANGHAI CHOYSANG* SUNDAY, 3rd April, Daylight.
SINGAPORE, PENANG & CALCUTTA KUINSANG* MONDAY, 4th April, Noon.
MANILA VUENSANG* FRIDAY, 8th April, Noon.
MANILA FRIDAY, 8th April, Noon.

RETURN TOURS TO JAPAN (OCCURRING 24 Days).

The steamers *Kintang*, *Nansing* and *Fookhang* leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Venetian Ports, Chelao; Tientsin & Newchwan; 1. Taking cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukud, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Manager, Hongkong, 28th March, 1910.

Telephone No. 215.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS. | TO SAIL |
|-------------------------------|------------|----------------------|
| SAIGON | "HUMAN" | 29th Mar., Daylight. |
| MANILA | "TEAM" | 29th " 3 P.M. |
| SHANGHAI | "TAMBU" | 29th " 4 P.M. |
| SHANGHAI | "CHINMAN" | 31st " 4 P.M. |
| TIENTSIN | "KUEICHOW" | 1st April, 4 P.M. |
| SHANGHAI | "LINAN" | 3rd " Daylight. |
| MANILA | "TAMING" | 5th " 3 P.M. |
| SHANGHAI | "ANEUI" | 7th " 4 P.M. |
| SHANGHAI | "CHINHUA" | 10th " Daylight. |
| MANILA, ZAMBOANGA & AUSTRALIA | "TAIWAN" | 21st " 4 P.M. |

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chinhua*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares: \$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS, Telephone No. 16, Hongkong, 28th March, 1910.

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HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|-----------|--------|-------------------------------|
| RUBI | 2540 | A. Fraser | MANILA | SATURDAY, 2nd April, at Noon. |
| LA VIRO | 2540 | R. Rodger | " | SATURDAY, 9th April, at Noon. |

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS, Hongkong, 28th March, 1910.

10

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cindy, will be despatched as above about 6th April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 28th March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"

Captain H. C. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd March, 1910.

Shipping—Steamers

JAVA-ASIATIC S.S. CO.

FOR SAN FRANCISCO, (Taking through cargo to Los Angeles).

THE Steamship

"STRATHSPEY"

will be despatched for the above Port on or about the 2nd April.

For Freight and further information, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 2nd March, 1910.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, GEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Captain H. Powell, carrying His Majesty's

Mails, will be despatched from this for BOM-

BAY, &c. on SATURDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provi-

sions; ice, &c., throughout the voyage.

The Steamer is installed throughout with

the Electric Light.

A stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of

passengers the steamer of the Company have

staterooms fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th March, 1910.

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THE BANK LINE, LIMITED.

Taking cargo on through Bills of Lading to all

Overland Common Points in the United

States of America and Canada, and also

for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Asymet 4,363 J. Boyd 7th April

Superior ... 4,657 F. W. Davies 11th May

Oceanic ... 6,232 J. Mathie 11th June

Kumeric ... 6,232 J. Mathie 9th July

[245]

These steamers are specially fitted for the

carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queens' Buildings, Hongkong, 4th March, 1910.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at Malebar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "SIKH" On 29th March.

FOR NEW YORK AND BOSTON:

S.S. "DAORE CASTLE" On 29th April.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. Kaborie & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 3.

| STOCKS. | NO. OF SHARES | VALUE. | PAID UP | POSITION AS PER LAST REPORT | LAST DIVIDEND | AVERAGE RETURN AT PRESENT QUOTATION FOR THE PAST YEAR'S DTY. | CLOSING QUOTATIONS. |
|---|---------------|----------|----------|---|--------------------|--|-----------------------------------|
| | | | | RESERVE. | AT WORKING ACCOUNT | | |
| BANKS. | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 120,000 | \$125 | \$125 | { \$1,500,000 \$1,000,000 \$314,000} | \$4,001,819 | £2.5/- for half year ending 31.12.09 @ ex 1/9=33.11 | 4 % \$105 buyers London 69. |
| National Bank of China, Limited | 99,925 | £7 | £6 | { £4,069 £3,000} | \$30,552 | £2 (London 3/6) for 1903 | ... \$76 buyers |
| MARINE INSURANCES. | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | { \$1,500,000 \$254,153 \$102,793 \$185,000} | None | \$10 for 1908 | 7 % \$170 buyers |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | Tls. 22,500 Tls. 23,553 Tls. 24,580 | Tls. 207,573 | Final of 7/8 making 15/- for 1908 | ... Tls. 115 buyers |
| Union Insurance Society of Canton, Limited | 12,400 | \$250 | \$100 | { \$2,000,000 \$128,245 \$105,249 \$683,000} | \$8,404,501 | Final of 5/7 making 14/- for 1907 and interim of \$30 for 1905 | 54 % \$90 sellers |
| Yangtze Insurance Association, Limited | 12,000 | \$200 | \$60 | { \$1,000,000 \$504,405 \$199,264} | \$70,637 | \$12 and bonus 5/- for 1907 | 7 % \$230 buyers |
| FIRE INSURANCES. | | | | | | | |
| China Fire Insurance Company, Limited | 70,000 | \$100 | \$20 | { \$1,000,000 \$185,665} | \$75,341 | 5¢ and bonus 2/- for 1907 | 7 % \$109 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | { \$1,000,000 \$185,665 \$1,453,773} | \$868,711 | \$27 for 1907 | 8 % \$337 sales |
| SHIPPING. | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | { \$7,000 \$200,000} | \$1,035 | 5/- for 1906 | 57 sellers |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | { \$100,000 \$100,000} | Nil. | 5/- for year ending 30.6.1908 | 531 sellers |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | { \$10,700 \$103,745 \$10,100} | \$18,766 | Final of 5/12 for account 1910 | 8 % \$304 sales |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 60,000 | £5 | £5 | { £14,000 £40,000} | £13,755 | 6/- for 1907 on Preference shares only @ ex 1/9 11/16=33.15/- | ... \$65 buyers |
| "Do. Do. (Deferred)" | 60,000 | £5 | £5 | { £14,000 £40,000} | £13,755 | 3rd in. of 2/- per sh. (coup. No. 12) making 1 in all 4/- for '08 & interim of 1/- for ac. '09 | 5 % 88/- buyers |
| "Shell" Transport and Trading Company, Limited | 200,000 | £1 | £1 | { £100,000 £100,000} | £6,819 | £1/- for year ending 10.4.1909 | 4 % \$264 & ss. 38 % \$14 sellers |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | { \$6,000 \$4,658} | \$1,702 | ... \$305 | 37 |
| REFINERIES. | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | { \$500,000 \$356,440} | Dr. \$5,858 | 5¢ for year ending 31.12.08 | 54 % \$173 ss. and b. |
| Luxon Sugar Refining Company, Limited | 7,000 | £1 | \$100 | { \$200,000 Tls. 50} | Dr. \$15,891 | 5¢ for 1907 | ... \$29 sellers |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 5 | Tls. 50 | { Tls. 100,000 none} | Tls. 6,02 | 5¢ for year ending 31.8.09 | Tls. 850 sales |
| MINING. | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | Pts. 1 | { £175,000 £74,189} | none | Final of 1/6 making 5/- for 1909 | 7 % Tls. 181 |
| Headwaters Mining Company | 60,000 | Pts. 10 | Pts. 10 | { none} | none | First year | ... Pts. 16 buyers |
| Kaub Australian Gold Mining Company, Limited | 150,000 | £1 | £1 | { £10,000 £10,000} | £1,173 | No. 12 of 1/-=48 cents | 561 buyers |
| DOCKS, WHARVES & GODOWNS. | | | | | | | |
| Fenwick (Geo.) & Co., Limited | 18,000 | \$25 | \$25 | { \$4,000} | Dr. \$7,482 | 5/- for year ending 31.12.08 | 58 sellers |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | £55 | £50 | { £50,000 £28,806} | £10,102 | None | 560 ex div. s. |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | £5 | £50 | { £40,000 \$38,442} | Tls. 12,765 | Interim of 5/- for account 1909 | 559 sellers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | { \$22,000 Tls. 100,000} | Tls. 6,651 | Interim of Tls. 2/- for 1910 | Tls. 82 buyers |
| Shanghai and Hongkong Wharf Company, Limited | 36,000 | Tls. 100 | Tls. 100 | { Tls. 60,000 Tls. 34,000 Tls. 125,000} | Tls. 22,818 | Final of Tls. 6 making Tls. 10 for 1908 | 7 % Tls. 115 |
| LANDS, HOTELS & BUILDINGS. | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 10 | Tls. 100 | { Tls. 35,000 \$1,000} | Tls. 4,134 | Tls. 6 for year ending 29.2.09 | 54 % Tls. 102 sellers |
| Central Stores, Limited | 50,123 | \$15 | \$15 | { \$15,000 \$15,000} | \$2,644 | \$1.20 on old and 60 cents on first new issue | ... \$16 buyers |
| Hongkong Hotel Company, Limited | 12,000 | £5 | £5 | { \$14,000 \$14,000} | \$10,128 | Interim of \$2.40 on old and 40 cents on new shares for account 1909 | 510 sales |
| Hongkong Land Investment and Agency Co., Ltd. | 8,000 | £5 | £5 | { \$10,000 \$10,000} | \$17,918 | Interim of 3/- for account 1909 | 54 % 501 sellers |
| Humphreys Estate & Finance Company, Limited | 150,000 | £1 | £1 | { £26,045 £25,850} | £5,471 | 45 cents for 1909 | 524 buyers |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | { none} | \$10 | \$2/- for 1909 | 524 buyers |
| Shanghai Land Investment Company, Limited | 78,000 | Tls. 50 | Tls. 50 | { Tls. 1,539,045 Tls. 300,000 none} | Tls. 12,404 | Interim of Tls. 3 for account 1909 | 68 % Tls. 106 ss. |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | { \$1,000,000 none} | \$1,038 | Final of \$1.80 for account 1909 | 84 % \$421 sellers |
| COTTON MILLS. | | | | | | | |
| Two Cotton Spinning and Weaving Company, Ltd. | 15,000 | Tls. 50 | Tls. 5 | { Tls. 250,000 Tls. 40,000 \$200,000} | Tls. 10,091 | Tls. 11 for year ending 31.10.09 | 84 % Tls. 129 sales |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 25,000 | \$10 | \$1 | { \$10,000 \$10,000} | \$9,553 | 50 cents for year ending 31.7.08 | 561 buyers |
| International Cotton Manufacturing Company, Ltd. | 40,000 | Tls. 75 | Tls. 75 | { Tls. 175,000 none} | Tls. 8,573 | Tls. 7½ for year ending 30.9.06 | ... Tls. 66 sellers |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | { Tls. 100,000 Tls. 50,000} | Tls. 4,829 | Tls. 6 for 1909 | ... Tls. 75 sellers |
| Sey Choo Cotton Spinning Company, Limited | 2,000 | Tls. 500 | Tls. 500 | { Tls. 50,000 Tls. 50,000} | Tls. 15,912 | Tls. 50 for 1906 | ... Tls. 360 |
| MISCELLANEOUS. | | | | | | | |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | { £1,500 \$40,000} | £648 | 15 % per share for 1908 | ... \$10 |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | { none} | Nil. | 60 cents for 1909 | 501 ex div. b. |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | { \$10,000 \$10,000} | \$67,138 | 50 cents for year ended 28.6.06 | 56 sales |
| China Provident Loan & Mortgage Company, Ltd. | 125,000 | \$10 | \$10 | { \$10,000 \$10,000} | \$1,407 | 80 cents for 1909 | 582 sales |
| Dairy Farm Company, Limited | 40,000 | 57½ | 56 | { \$1,000 \$1,000} | \$1,393 | \$1.20 for year ending 31.7.09 | 54 % \$18 buyers |
| Globe Island Cement Company, Limited | 40,000 | \$10 | \$10 | { \$15,000 \$15,000} | \$3,750 | Interim of 35 cents for account 1909 | 54 % \$24 ex div. b. |
| H. Price & Company, Limited | 12,000 | \$10 | \$10 | { \$15,000 \$15,000} | \$570 | 80 cents for year ending 31.12.08 | 54 % \$12 ss. |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$13 | { none} | \$5,193 | \$1 and bonus 30 cts. for year ending 29.3.09 | 6 % \$102 sales |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | { \$10,000 \$10,000} | \$7,616 | Final of \$1 for 1909 | 10 % \$165 ex div. b. |
| Hongkong Kepa Manufacturing Company, Ltd. | 60,000 | \$10 | \$25 | { \$10,000 \$10,000} | \$7,690 | Final of \$1 making in all \$3 for 1909 | 84 % \$162 sellers |
| Maaatschappij tot Mijn-, Bosch- en Laadhouwex pionnaire in Langkat, Limited | 25,000 | Gs. 100 | Gs. 100 | { Tls. 547,500 Tls. 65,924} | Tls. 316,682 | 4th interim of Tls. 12/- for 1909 | ... Tls. 1,600 |
| Peak Tramways Company, Limited | 25,000 | \$10 | \$10 | { \$10,000 \$10,000} | \$1,204 | 80 cents on fully paid shares and 80 cents on 1/- paid shares for year ending 30.4.09 | 6 % \$141 b. and ss. |
| Peak Tramways Company (new) | 50,000 | \$10 | \$1 | { \$10,000 \$10,000} | \$1,660 | None | 5 % \$130 buyers |
| Philippine Company, Limited | 75,000 | \$10 | \$20 | { none} | \$1,250 | Final Tls. 5 making Tls. 8 for 1908 | 48 % Tls. 350 buyers |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Tls. 20 | Tls. 20 | { Tls. 14,510 Tls. 75,000} | None | None | ... \$15 buyers |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | { none} | Dr. \$31,006 | 40 cents for year ending 31.5.09 | 82 % \$8 buyers |
| Steam Laundry Company, Limited | 20,000 | \$25 | \$3 | { none} | \$2,723 | 60 cents for year ending 31.12.08 | 52 % \$8 buyers |
| Uolos Waterbat Company, Limited | 50,000 | \$10 | \$10 | { \$10,000 \$10,000} | \$3,424 | 60 cents per ord. share for year ending 31.5.09 | 524 sellers |
| United Asbestos Oriental Agency, Limited | 10,000 | \$10 | \$5 | { \$10,000 \$10,000} | \$2,613 | Final of 30 cents for 1908 | 61 % \$7 sellers |
| Watson (L.S.) & Co., Limited | 90,000 | \$10 | \$10 | { \$100,000 \$10,000} | \$782 | Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 | ... \$3 |
| William Powell, Limited | 15,000 | £7 | £7 | { none} | None | None | ... \$15 |

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Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1882.

CAPITAL £3,000,000.